

**TO:** DEVELOPMENT REVIEW BOARD **DATE:** August 21, 2003  
**FROM:** CURRENT PLANNING SERVICES  
**SUBJECT:** CASE 44-DR-2003  
**REQUEST:** Approve site plan, landscape plan, and elevations for an automobile dealership facility  
**PROJECT NAME:** Lund Cadillac  
**LOCATION:** SEC Loop 101 & Scottsdale Road

**DEVELOPER/OWNER:** Lund Cadillac  
**ARCHITECT/DESIGNER:** Perspective Architecture L L C  
**ENGINEER:** Wood, Patel & Associates Inc.  
**APPLICANT/COORDINATOR:** Perspective Architecture L L C/Tom Pansing  
4425 E Vermont Ave  
Phoenix, AZ 85018  
602-809-6116

**STAFF RECOMMENDATION:** APPROVE subject to the attached stipulations.

**CONCURRENCE:** The Airport Director has reviewed and approved the proposed project.

**PUBLIC COMMENTS:** There have been no comments from the public regarding this project at the time of drafting this report.

**REQUEST:** The applicant seeks approval of site plan, landscape plan, and elevations for a new automobile dealership facility. The facility includes three (3) individual dealership buildings, a small test track, and a future pad site for a body shop.

**LOCATION & ZONING:** The property is located along Scottsdale Road between Union Hills Drive (on the south) and the Loop 101 (on the north). The property is zoned C-4 PCD, General Commercial in a Planned Community District.

**CHARACTERISTICS:** The vacant parcel is generally flat and consists of approximately 16-acres. A variety of natural vegetation is found throughout the site and some small washes on the southeastern portion.

**HISTORY:** This property is part of the "Stacked 40s" Development. This parcel was approved as part of a larger 160-acre mixed-use project that extends along Scottsdale Road, from Thompson Peak Parkway on the north to Union Hills on the south. Along with the rezoning case, a development agreement enabled the southern parcel (south of the freeway) to utilize the C-4 zoning to develop a high-end automobile dealership. This zoning category, in conjunction with the development agreement, allowed for amended development standards dealing with open space, signage and building height.

**DISCUSSION:** The project will have one access through a centrally located main driveway along Scottsdale Road that will have no median break. Vehicles traveling south along Scottsdale Road will have access through a median break/traffic signal at Union Hills Drive. Union Hills Drive will have two driveways, both having median breaks, to the dealership facility. The parking along Scottsdale Road is primarily for vehicle display. The vehicle display pads and parking will be setback 50 ft. from Scottsdale Road, off of the city owned Scenic Corridor. The three-dealership buildings are setback over 250 ft. from Scottsdale Road and the service area is located at the rear portion of the center dealership building. The rear of that building is primarily for employee parking, vehicle storage, and a future body shop pad. The pad has been stipulated to return to the Development Review Board for approval. At the northeast corner of the site, a small track will be built to test off-road vehicles.

The center dealership building consists of light tan stucco veneer with a hopper handcrafted finish, curtain wall clear glass windows, and a clear glass window tower element that includes the dealership symbol. This building, the largest building on the site, is designed to resemble an automobile with many unique features. The building extends approximately 500 ft. to the east, parallel to the Loop 101, portraying the rear fenders of a Cadillac automobile. A clear plexiglass skylight with a sandblasted interior face has been placed at the upper corners of the north and south facades of the building to indicate taillights at the rear of the building. Staff has been consistently working with the applicant regarding this idea and has created a stipulation to ensure light levels, architectural integrity and design can be modified as the project develops with a site inspection prior to Certificate of Occupancy to ensure the appropriateness of such a design feature.

The eastern ends of the north and south elevations (rear of the building) depict long continuous horizontal massing with minimal breaks in the parapet. The applicant has angled the roofline from the showroom mass to the tail light feature. This long elevation is also broken up with angled vehicle doors on the south side, an overhang reveal in the stucco and the tail light feature.

This main building, along with two smaller dealership buildings are designed with a front (west side) 'stage' walkway to allow customers to view the lot and vehicles on the 'stage.' Staff felt that the large window expanse, solar exposure and lack of pedestrian shading needed to be addressed as part of the 'stage' design. The applicant has revised their application to provide courtyards between the buildings, curtain walls and rolling interior shades for the showrooms and unlike shopping centers, customers will most likely enter their respective dealership building versus strolling from dealership to dealership. The three dealership buildings are connected together through an interior corridor.

The Hummer dealership building is located north of the Cadillac building. The building consists of a semi-circular grey standing seam roof over the showroom, facing the Loop 101, with a wing addition. The design is taken from the military Quonset hut and its relationship to the vehicle product of the business. The entire western and eastern façades contain a curtain wall of clear glass except for the main entrance, which is

framed with an element that looks like an "H". The applicant has applied the same light tan stucco veneer with a hopper handcrafted finish to the building.

Staff expressed concern with the "H" design. The applicant has revised this design element to raise the central beam to match the lower parapet height across the remainder of the building and utilize the same materials as the remainder of the building vs. distinguishing the element with other materials.

The Saab dealership building is located south of the Cadillac building. This building also consists of a semi-circular grey standing seam roof over the showroom. Both the eastern and western facades contain a curtain wall of clear glass that is broken up with a horizontal wall element. As with the two other buildings, the walls are composed of light tan stucco veneer with a hopper handcrafted finish to the building.

The City of Scottsdale owns the 50 ft. Scenic Corridor along Scottsdale Rd, a 25 ft. landscape/drainage parcel along Union Hill s Drive, and a 75 ft. regional drainage parcel along the east side of the project. All three of these parcels will be landscaped by the city in the future using the same landscape pallet as this project. A desert pallet including Blue Palo Verde, Desert Willow, and Desert Willow trees has been proposed throughout the site. The applicant has lined the main entrance driveway with date palm trees and added them along the both sides of the showroom dealership buildings. A variety of desert shrubs and groundcover has also been provided throughout the site. A large water feature extends from the main driveway off Scottsdale Road to steps leading up to the buildings. Staff believes that water features should be placed along pedestrian areas. While the applicant proposed smaller fountains and water features within the courtyards between the buildings, the applicant states that the eastern edge of this fountain is designed for customers to have their vehicles delivered at the base of the main stairway and water feature as an essential design element in the placement of this fountain.

**LIGHTING:** The cities lighting consultant, Don Happ, has reviewed all lighting for the project. All parking lot poles within the site will consist of concrete and aluminum "Gullwing" light fixtures. There are two automobile display pads located at the northwest and southwest corners of the site along Scottsdale Road that are covered with "V" shaped canopies. On the underside of the canopies are accent lights that potentially can be seen by cars traveling along Scottsdale Rd. (See attachment #19-Automobile Display Pads) The applicant has proposed to light all of the building walls throughout the project. The pre-curfew lighting will occur between dusk and 11:00 pm and the post-curfew after 11:00 pm. daily. At post-curfew, all exterior lights will be turned off except for one-half of the parking lot pole lights for security reasons.

**RELATED CASES:** 20-ZN-2002

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Bill Verschuren  
Senior Project Coordination Planner  
480-312-7734

**ATTACHMENTS:**

- #1-Project Narrative
- #2-Context Aerial
- #2A-Aerial Close-Up
- #3-Zoning Map
- #4-Site Plan
- #5-Landscape Plan
- #6-Landscape Plan (Close-Up of the Showrooms)
- #7-Landscape Plan (Close-up of the Scenic Corridor/Display Areas)
- #8-Cadillac Building Elevations (west)
- #9-Cadillac Building Elevations (east)
- #10-Cadillac Building Elevations (north)
- #11-Cadillac Building Elevations (south)
- #12-Hummer Building Elevations (west/south)
- #13-Hummer Building Elevations (east/north)
- #14-Saab Building Elevations (west/south)
- #15-Saab Building Elevations (east/north)
- #16-Cadillac Floor Plan (service)
- #17-Cadillac Floor Plan (showroom)
- #18-Hummer and Saab Floor Plans
- #19-Automobile Display Pads
- A-Stipulations/Ordinance Requirements

# LUND CADILLAC

## Project Narrative

General Motors is planning to launch an unprecedented array of new and future luxury vehicles from Cadillac, Hummer and Saab with Alfa Romeo at a future date. As part of this strategy, GM envisions these different brands being showcased in one flagship luxury complex.

In the spirit of this vision, the Lund Organization is moving forward with building the world's first such facility at the southeast corner of Scottsdale Road and the 101 Freeway Loop in Scottsdale, Arizona.

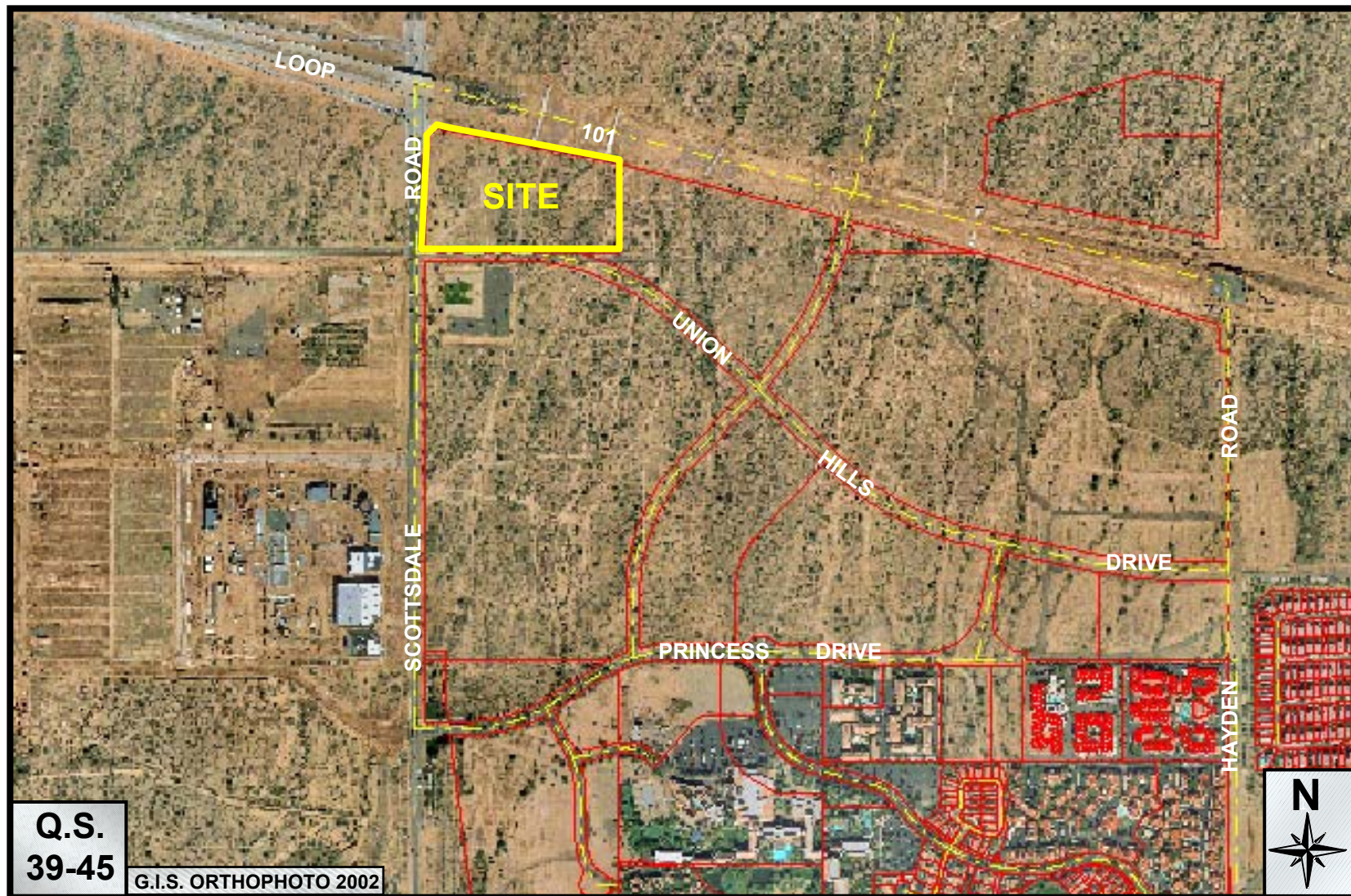
The project consists of three showrooms organized upon a raised plaza: one each for Cadillac, Hummer, and Saab. (Alfa Romeo to be combined with the Saab facility at a future date). The buildings will be composed primarily of stucco and brushed stainless veneers, curtain wall glass and metal roofing, where exposed.

There will be one service facility for all makes of vehicles and it is accessed through a service drive directly behind the Cadillac building. Several smaller structures will house additional service operations, such as carwash and reconditioning. In the future a potential body shop will be located at the rear of the site.

In addition to the showrooms and service facilities, the complex will include an off-road test track that will allow customers of Hummer SUV's to test vehicle handling through a series of road obstacles. The test track will be located along the northeast corner of the property.

The buildings front onto prestigious Scottsdale Road and are centered on a formal entry drive. They rest in a resort-character desert landscape framed by the McDowell Mountains.



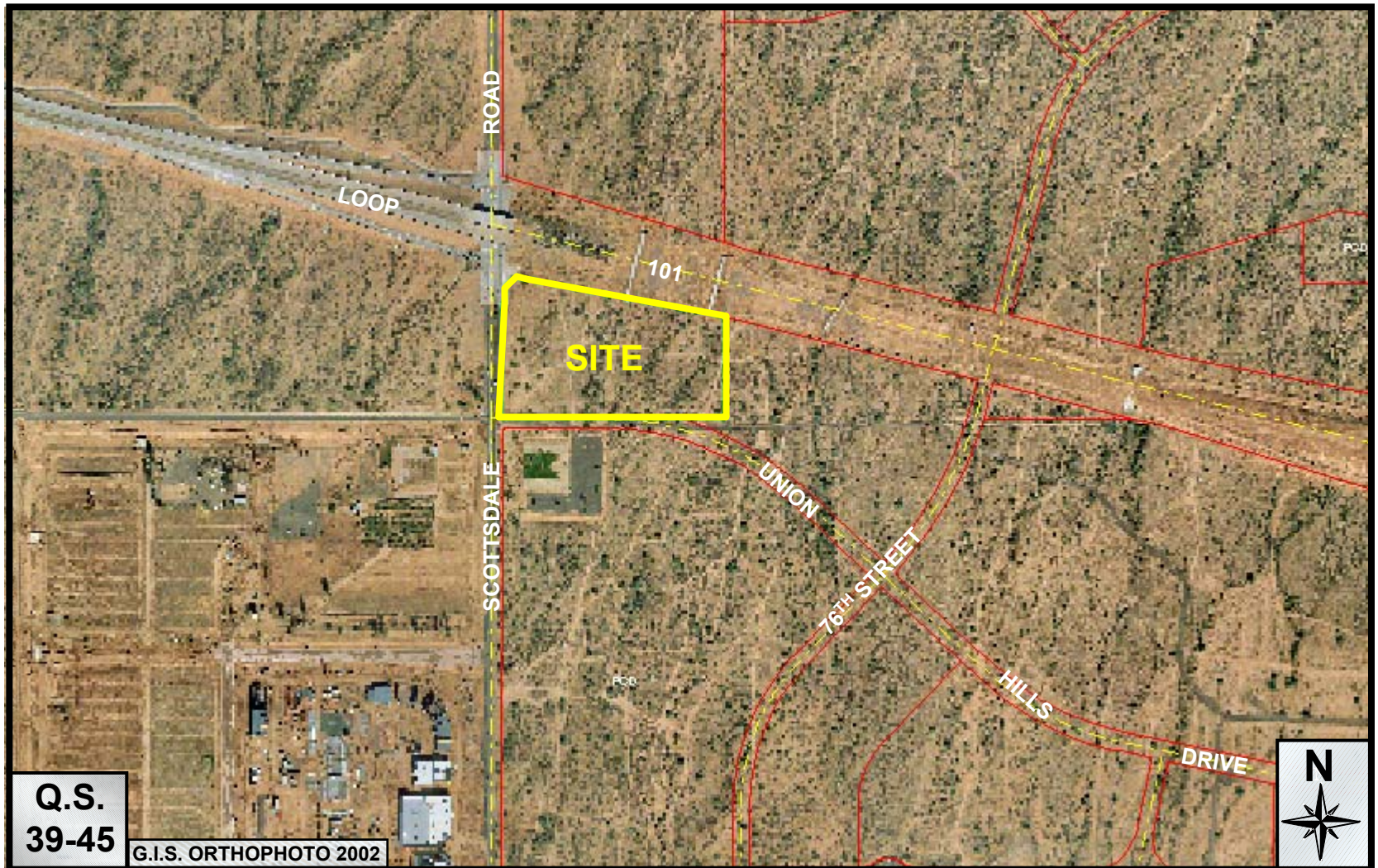


Lund Cadillac

44-DR-2003

ATTACHMENT #2

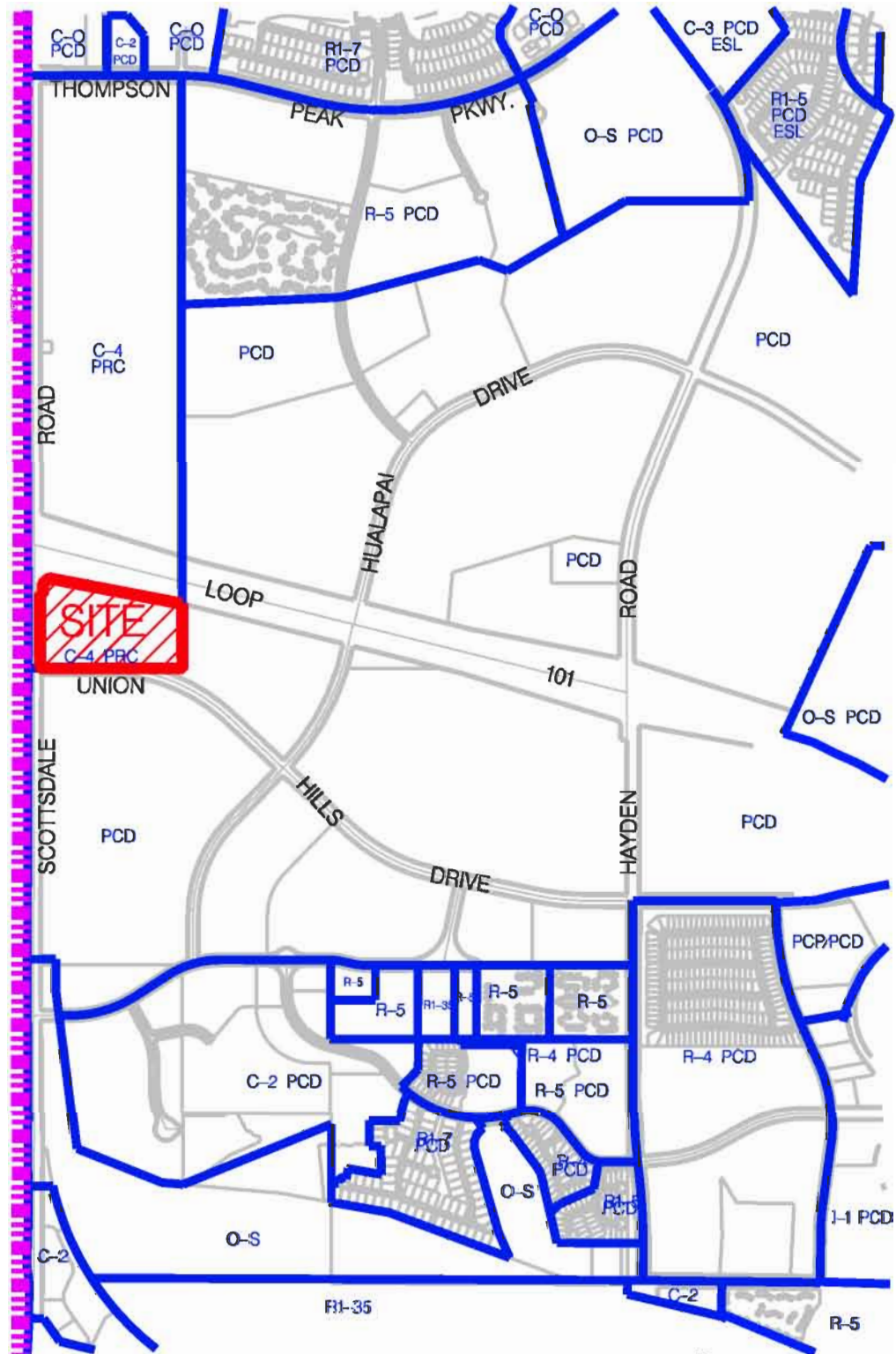




Lund Cadillac

44-DR-2003

ATTACHMENT #2A



44-DR-2003

ATTACHMENT #3



# ARCHITECTURAL

SITE PLAN



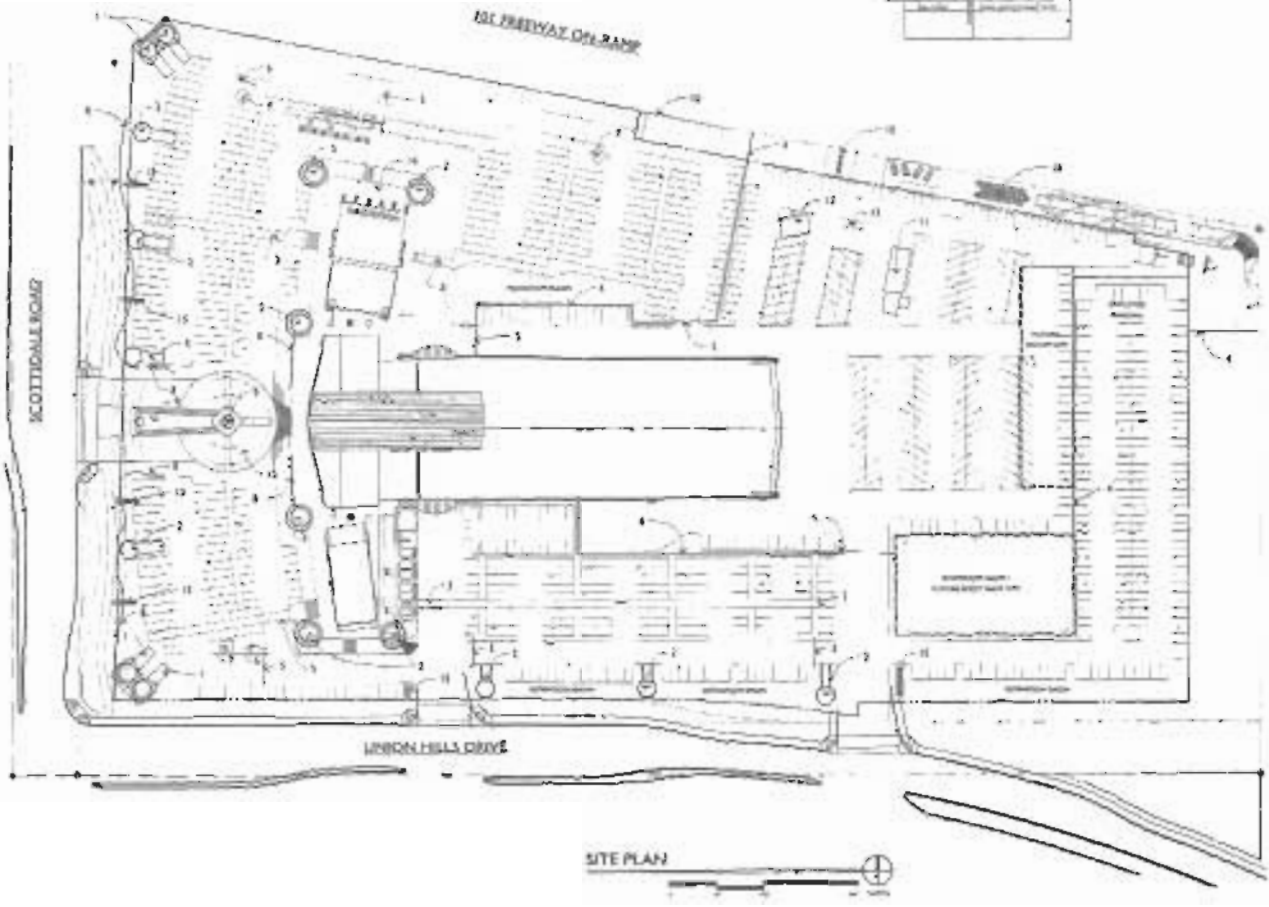
## PROJECT DATA:

Owner:	City of Scottsdale
Architect:	Lund Hummer Architects, P.C.
Engineer:	W. J. Smith & Associates, Inc.
Contractor:	W. J. Smith & Associates, Inc.
Construction:	2000
Project Name:	Stacked405 Planning Unit One
Site Address:	10000 N. Scottsdale Road, Suite 100, Scottsdale, AZ 85254
Site Area:	10.00 Acres
Project Description:	Stacked405 Planning Unit One is a new development consisting of 10000 square feet of office space, 10000 square feet of retail space, and 10000 square feet of parking space. The development is located on the corner of 10000 N. Scottsdale Road and 10000 N. Scottsdale Road.
Project Goals:	The goal of the project is to create a new development that is both functional and aesthetically pleasing. The development should provide a high-quality environment for its users and be a landmark building in the area.
Project Constraints:	The project is subject to various constraints, including zoning regulations, environmental concerns, and budget limitations. The development must comply with all applicable laws and regulations.
Project Benefits:	The project will provide a new source of revenue for the city and create jobs for its residents. It will also provide a high-quality environment for its users and be a landmark building in the area.

## SITE KEYNOTES

1. VEHICLE DISPLAY AREA (10000)
2. VEHICLE DISPLAY AREA (10000)
3. OFFICE BUILDING (10000)
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ATTACHMENT #4



SITE PLAN



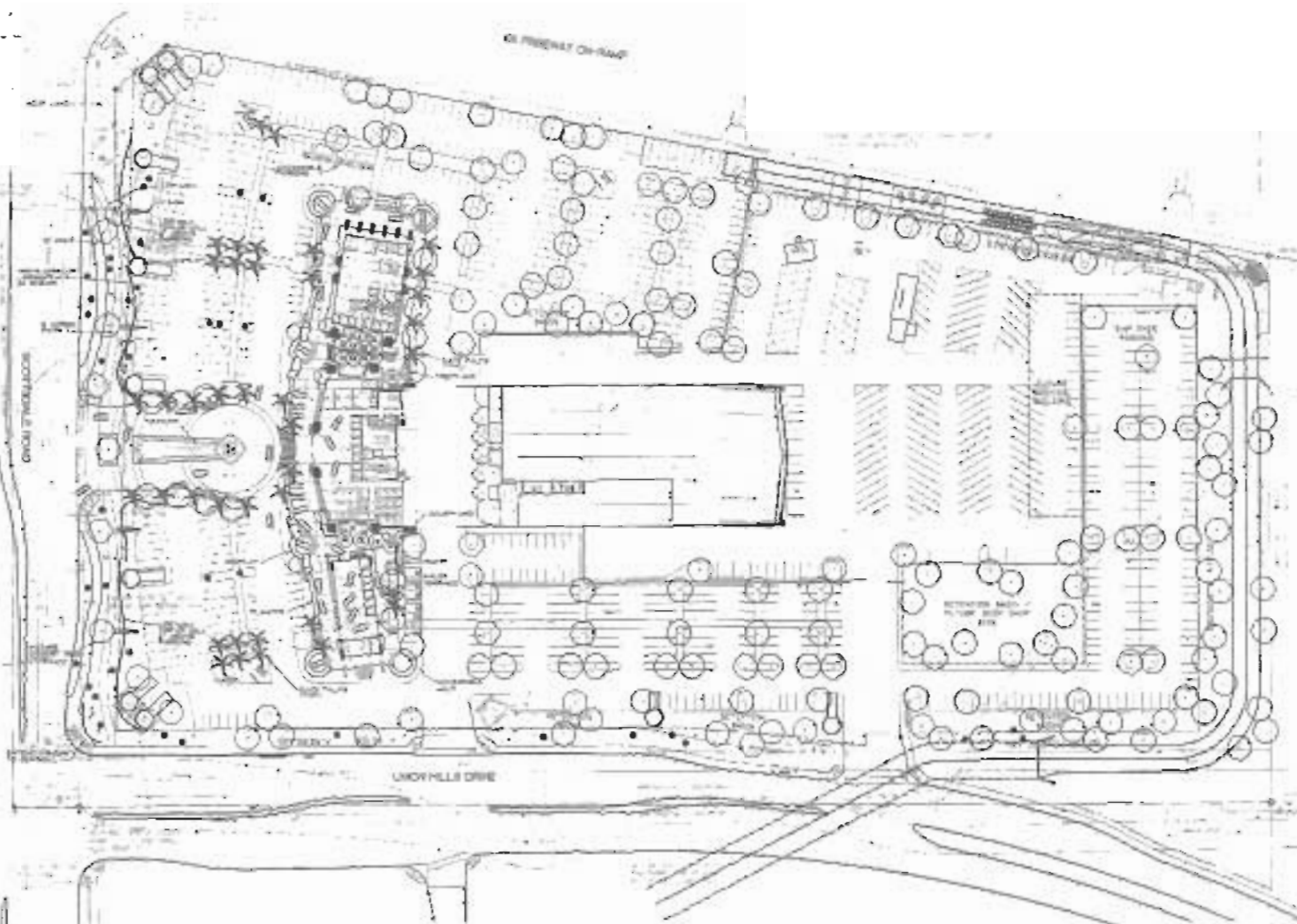
SCOTTSDALE, ARIZONA

LUND    HUMMER

# LANDSCAPE

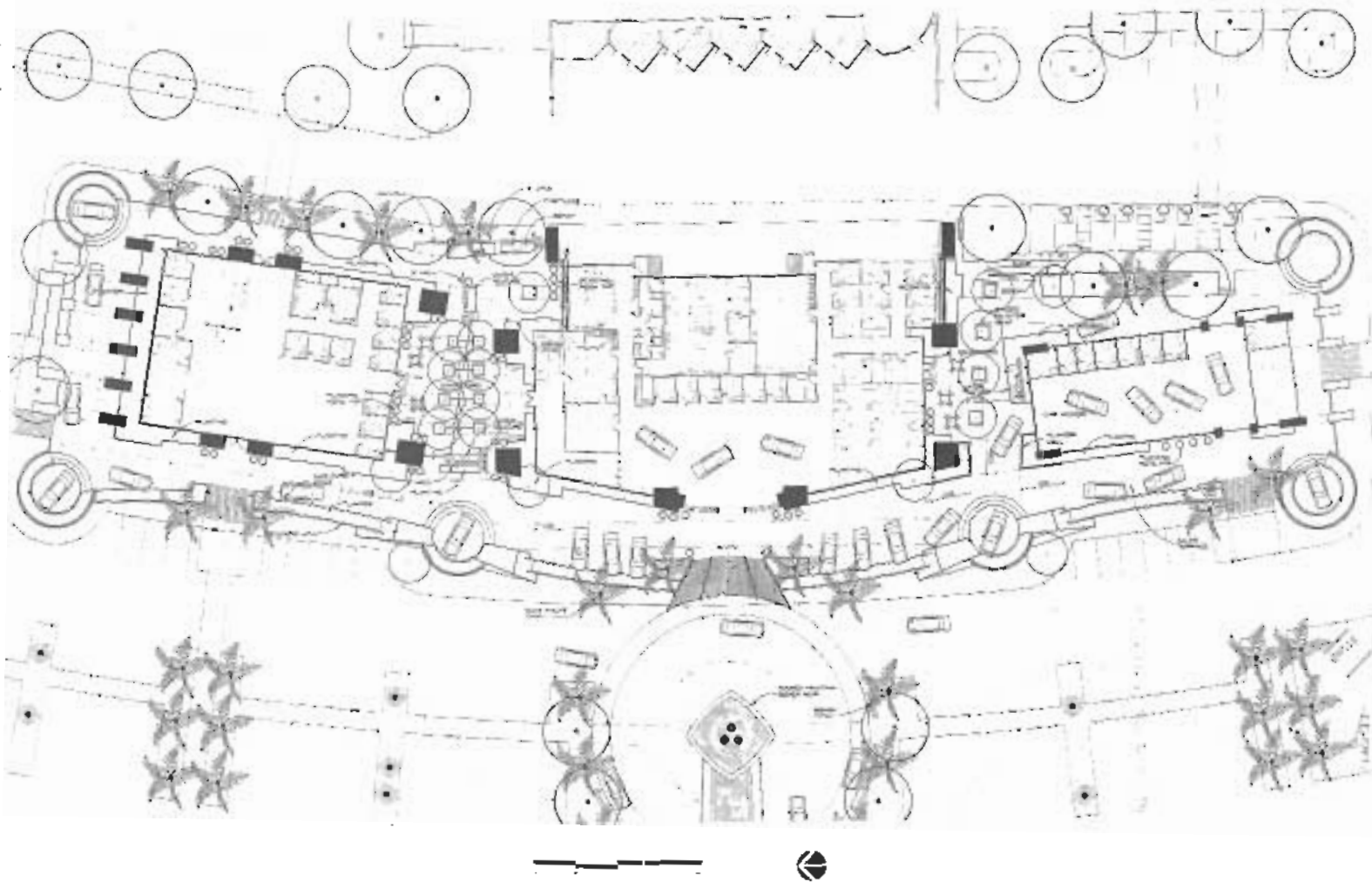
CONCEPTUAL LANDSCAPE PLAN

ATTACHMENT #5



# LANDSCAPE

SHOWROOM CONCEPTUAL LANDSCAPE PLAN



ATTACHMENT #6

SCOTTSDALE, ARIZONA

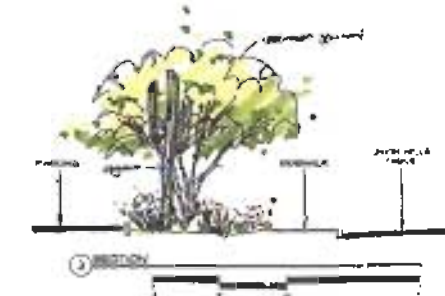
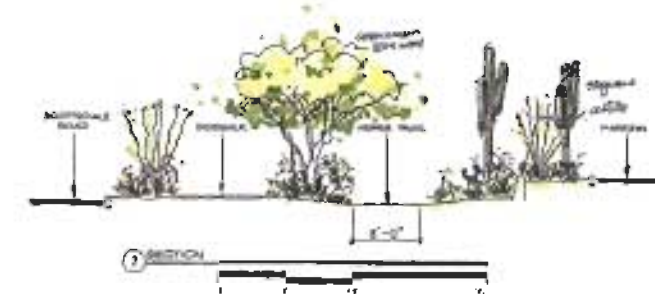
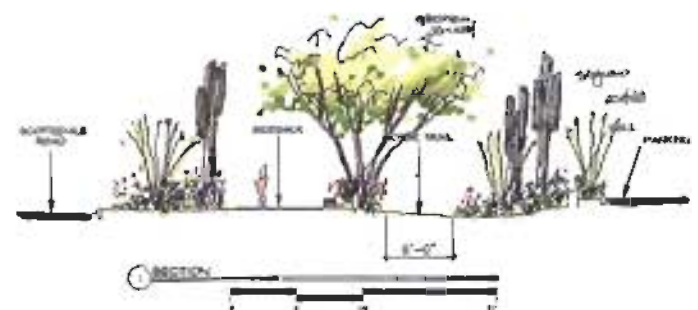
LUND    HUMMER



# LANDSCAPE

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ATTACHMENT #7

SCOTTSDALE, ARIZONA

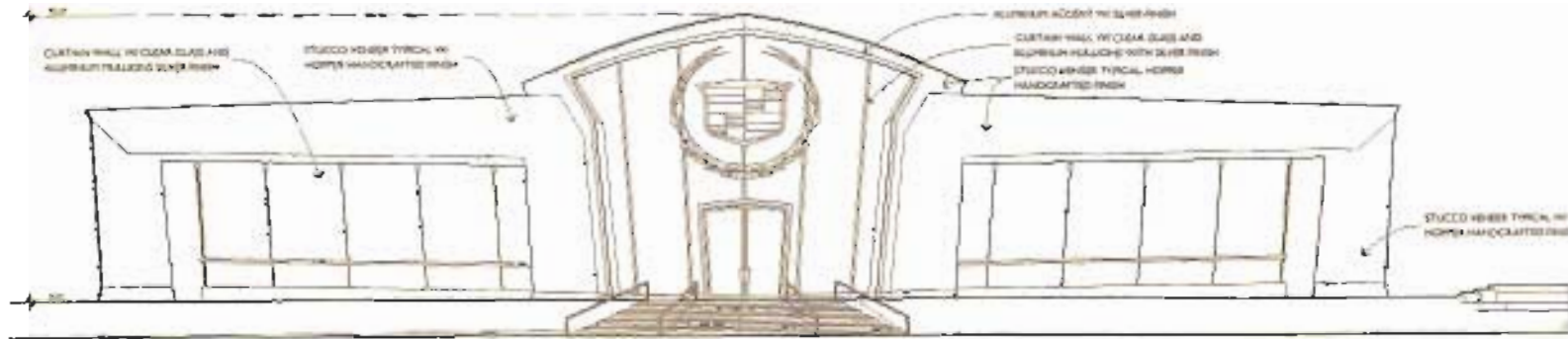
LUND



# ARCHITECTURAL

CADILLAC BUILDING ELEVATIONS

ATTACHMENT #8



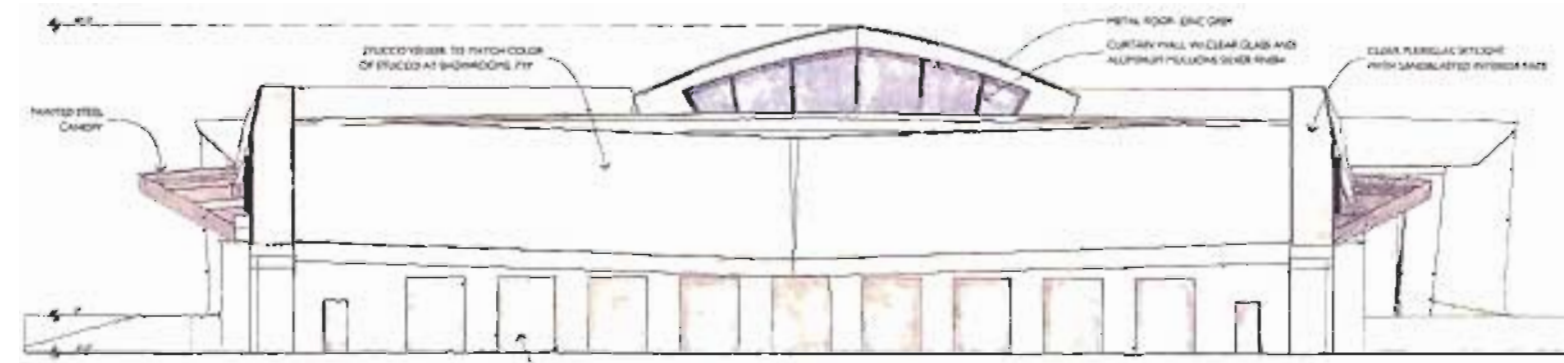
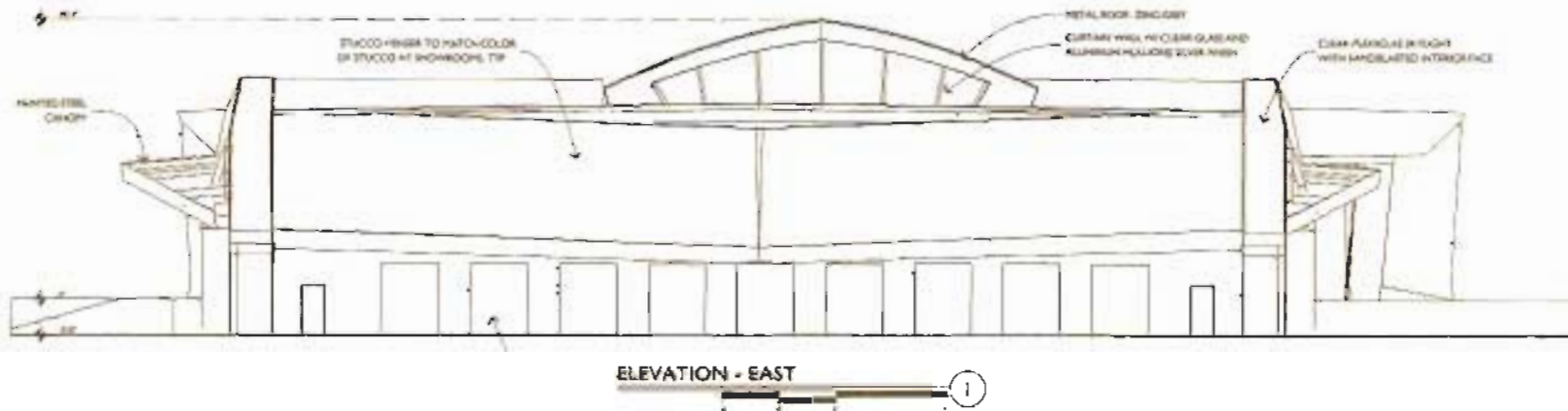
ELEVATION - WEST

2



# ARCHITECTURAL

CADILLAC BUILDING ELEVATIONS



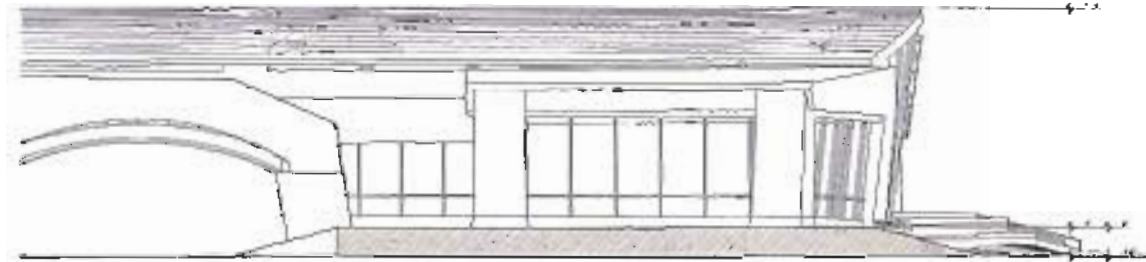
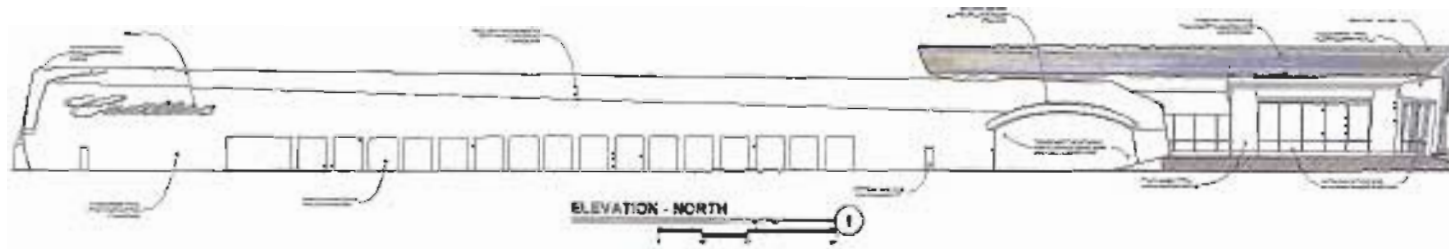
ATTACHMENT #9





# ARCHITECTURAL

CADILLAC BUILDING ELEVATIONS

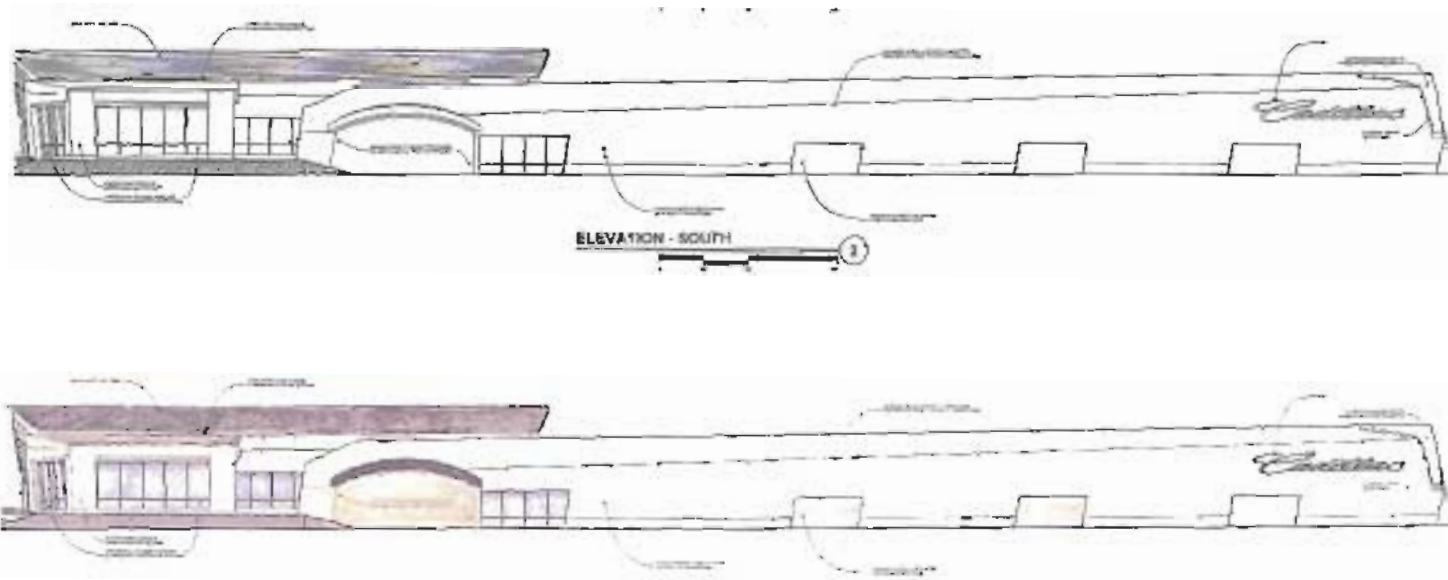


ELEVATION 3



# ARCHITECTURAL

CADILLAC BUILDING ELEVATIONS



ATTACHMENT #11

SCOTTSDALE, ARIZONA

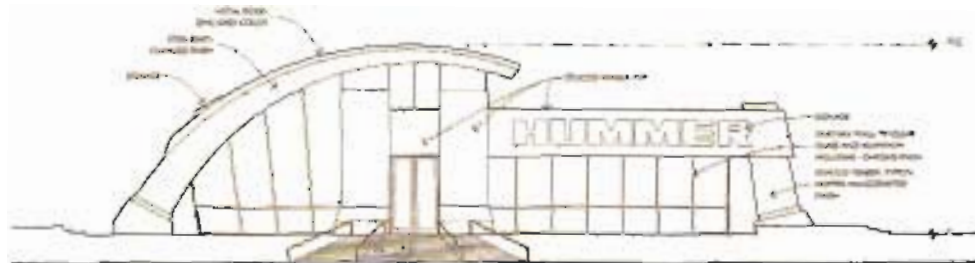
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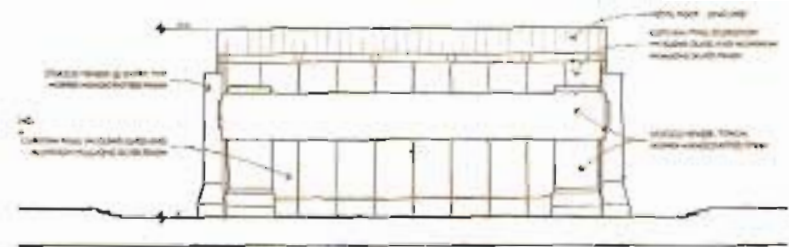
HUMMER

# ARCHITECTURAL

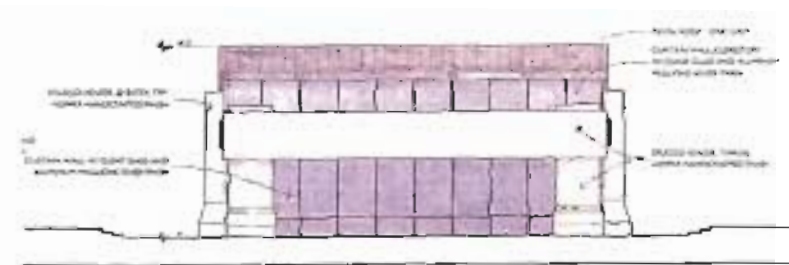
HUMMER BUILDING ELEVATIONS



ELEVATION - WEST

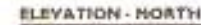
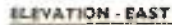


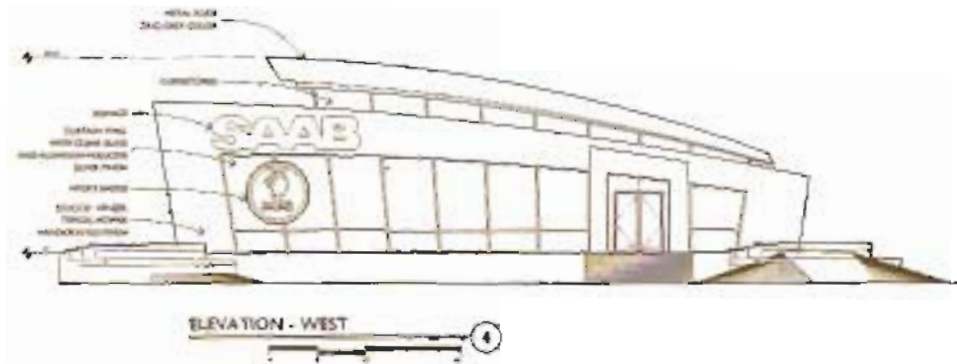
ELEVATION - SOUTH



ATTACHMENT #12

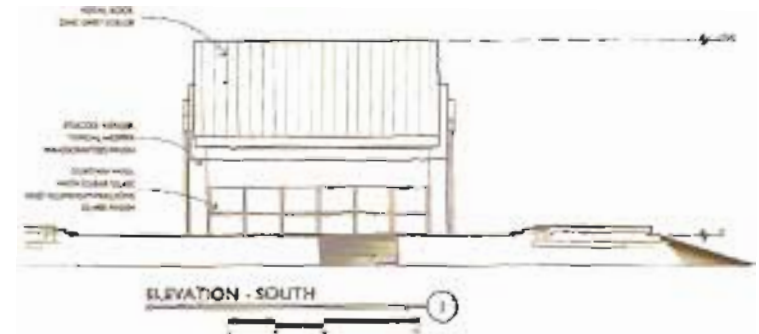


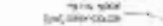
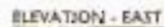




# ARCHITECTURAL

SAAB BUILDING ELEVATIONS





S C O T T I D A L E , A R I Z O N A

PAGE 2!

L U N D



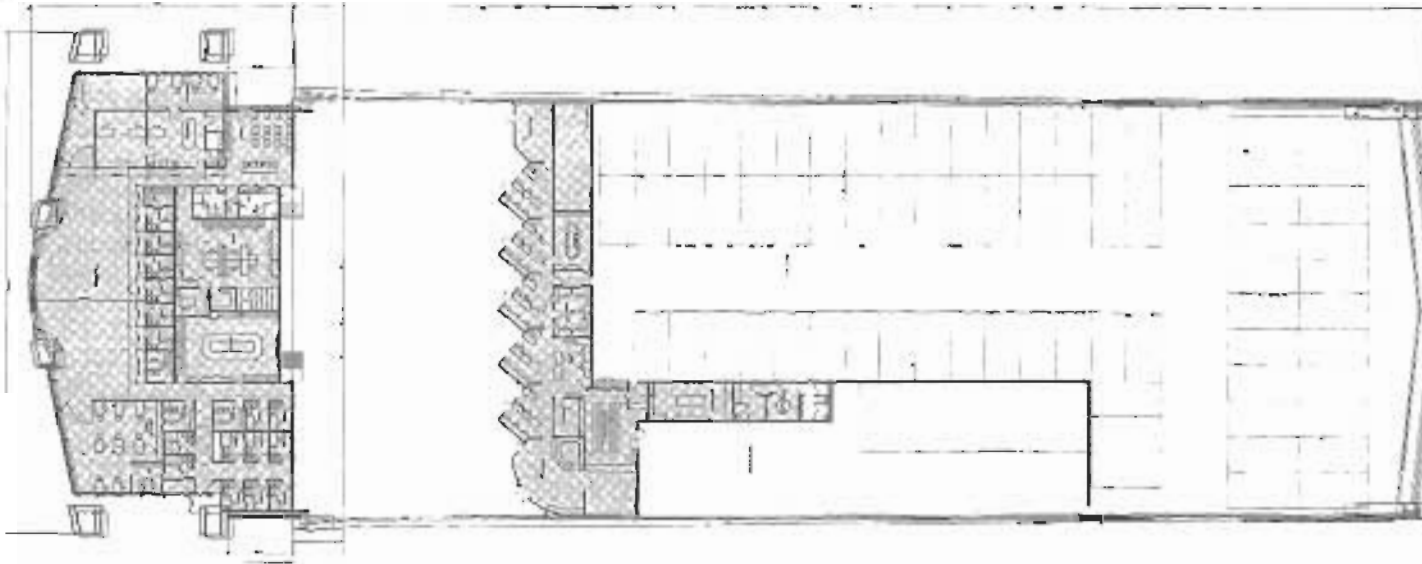
**HUMMER**



# ARCHITECTURAL

CADILLAC BUILDING FLOOR PLANS

ATTACHMENT #16



FLOOR PLAN - SERVICE

FLOOR PLAN KEYNOTES

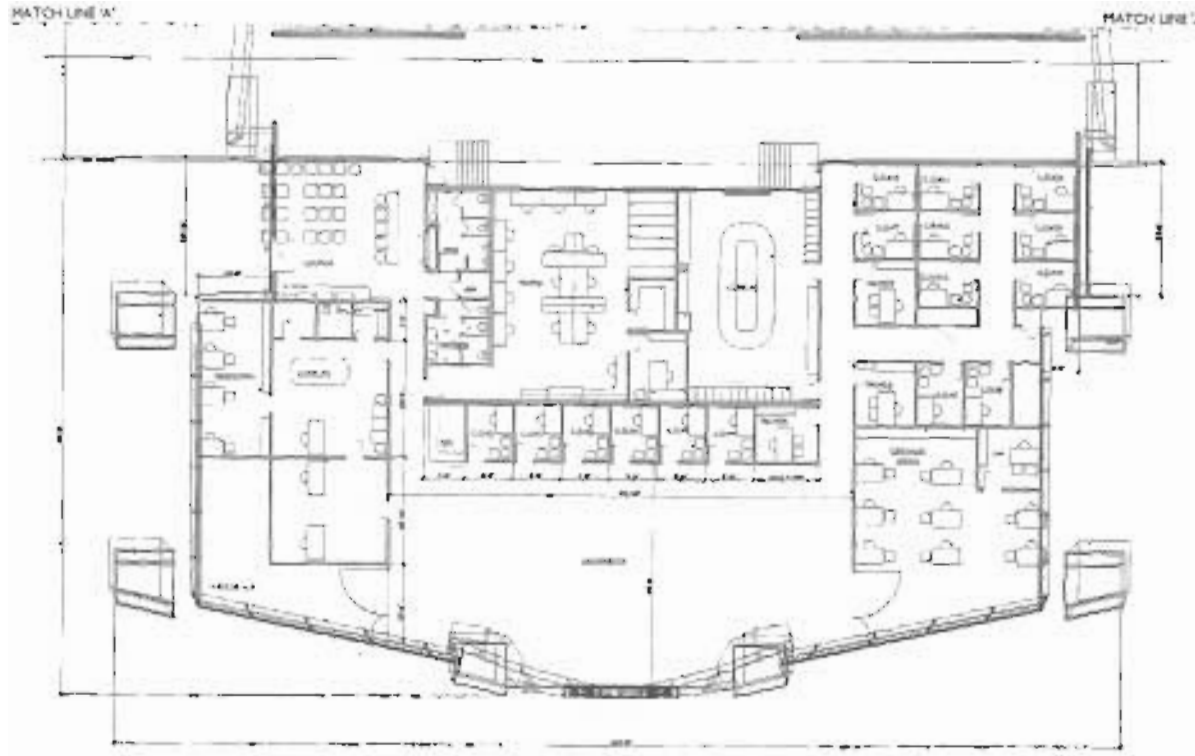
1. ALL DIMENSIONS ARE IN FEET AND INCHES.	2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.	4. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS OTHERWISE NOTED.	6. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS OTHERWISE NOTED.	8. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS OTHERWISE NOTED.



# ARCHITECTURAL

CADILLAC BUILDING FLOOR PLANS

ATTACHMENT #17



FLOOR PLAN - CADILLAC - SHOWROOM DETAIL

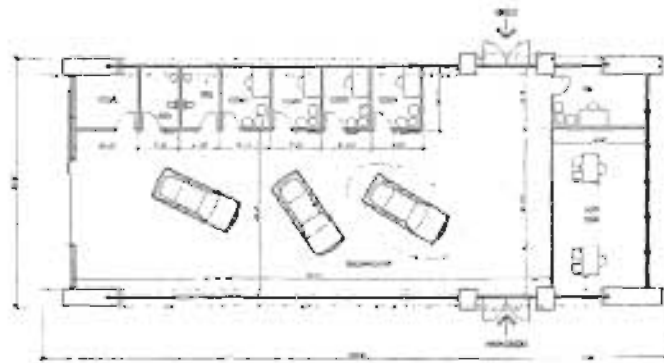
## FLOOR PLAN KEYNOTE

1. CADILLAC	2. HUMMER
3. LUND	4. SCOTT & DALE
5. ARIZONA	6. LUND
7. HUMMER	8. LUND



# ARCHITECTURAL

SAAB AND HUMMER BUILDING FLOOR PLANS



FLOOR PLAN - SAAB



FLOOR PLAN - HUMMER

## FLOOR PLAN KEYNOTES

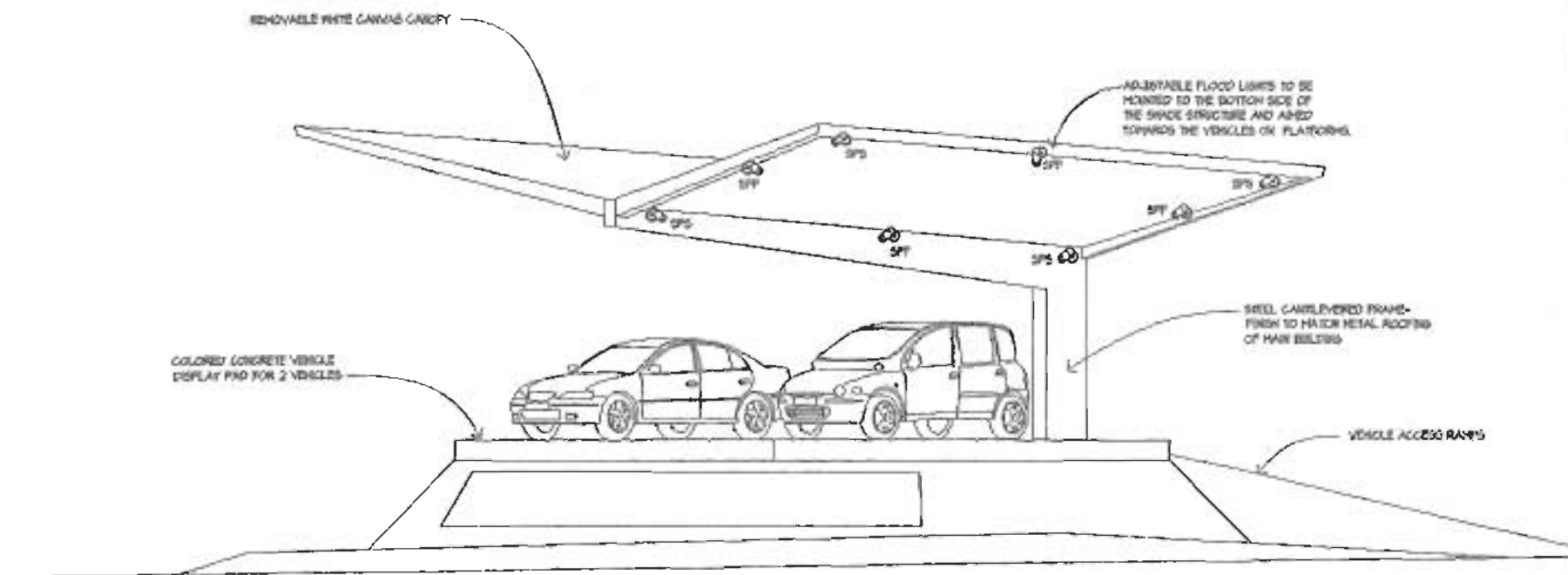
1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.  
3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.  
4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

ATTACHMENT #18



SCOTTSDALE, ARIZONA

## Automobile Display Pads



CONCEPTUAL VEHICLE DISPLAY  
LIGHTING CANOPIES  
SCALE: 1" = 4'-0"

NOTE: REFER TO ARCHITECTURAL PLANS  
FOR ALL ARCHITECTURAL DETAILED INFORMATION



**STIPULATIONS FOR 44-DR-2003  
LUND CADILLAC/HUMMER/SAAB**

BUILDING ELEVATIONS AND SITE PLANS APPROVED BY THE DEVELOPMENT REVIEW BOARD MUST BE BUILT PER THE APPROVED PLANS WITH THE MODIFICATIONS PER THE FOLLOWING STIPULATIONS TO OBTAIN BUILDING PERMIT AND/OR CERTIFICATE OF OCCUPANCY.

SITE AND BUILDING DESIGN:

1. *Future phases shall return for separate Development Review Board approval.*
2. Flagpoles, if provided, shall be one piece conical tapered.
3. The service entrance section(s) shall be flush with the building façade and painted to match the building.
4. The display pads shall be stationary, non-moving or rotating.
5. Provide signage indicating "Customer Only" parking at parking area.

BUILDING ELEVATIONS:

1. *All exterior mechanical, utility, and communication equipment shall be screened to the height of the tallest unit by parapet or screen wall, and shall match the building texture and color and finish subject to Plan Review and Permit Services staff approval.*
2. *Ground mounted mechanical, utility, and communication equipment shall be screened by a screen wall which is a minimum of 1'-0" higher than the highest point of the tallest unit subject to Plan Review and Permit Services staff approval.*

ROOF ACCESS & DRAINAGE

1. No exterior visible ladders allowed.
2. Provide interior roof drainage system (overflow scuppers are permitted).
3. If provided indicate location and design of scuppers, and integrate with the architectural design.

LIGHTING:

1. *The developer shall make arrangements for the verification of the lighting configuration and lighting levels, in active cooperation with City Staff, prior to requesting a Final Certification of Occupancy. The developer should be aware that the City may withhold the Final Certificate of Occupancy until the lighting design meets an acceptable design and lighting level of performance to the satisfaction of the City's Lighting Consultant and Project Coordination Manager. If the developer chooses to request a Temporary Certificate of Occupancy, the developer shall make arrangements for the verification of the lighting configuration and lighting levels prior to the request.*

2. *The plans submitted for final plans approval shall be consistent with the plans submit by Creative Designs Lighting date 8/12/03. Any modifications, including light fixtures, shall be subject to the satisfaction of the City's Lighting Consultant and Project Coordination Manager prior to the final plans submittal*
3. *If modifications, including light fixtures, are proposed **after** the final plans approval, the developer shall resubmit complete lighting plans for a final plans re-approval. Any modifications shall be subject to the satisfaction of the City's Lighting Consultant and Project Coordination Manager.*
4. *All non-safety & non-signage exterior lighting other than the pole-mounted luminaries, and at least one-half of the pole-mounted lights, shall be turned off during post curfew hours to the satisfaction of the city staff.*
5. *All interior building lighting visible from the exterior of the building, shall be reduced to security levels during the post-curfew hours to the satisfaction of the city staff.*
6. *Pole-mounted lighting shall not be allowed within the lease area(s), unless approved by the City Attorney.*
7. *All poles, luminaries, bases and associated pole-mounted equipment shall be consistent in color. Poles may not possess extra holes/hubs for future additional lights*
8. *All pole-mounted adjustable fixtures will be aimed so that they conform to IESNA "full-cutoff", to the satisfaction of city staff, and shall comply with the following:*
  - a. *The Bega directional light fixtures, or similar, as shown page LP7 by Creative Designs Lighting date 8/12/03, shall be aligned parallel to pole with one fixture above the other, beneath the Gullwing fixture, or similar, to the satisfaction of Plan Review and Permit Services staff.*
  - b. *Directional light fixtures on the poles for the "stage" area may be aligned as needed.*
9. *All adjustable fixtures shall be aimed so that the light source is not directly visible from the property line, to the satisfaction of the City's Lighting Consultant and the Project Coordination Manager.*

#### LANDSCAPE LIGHTING

10. *All landscape lighting directed upward shall utilize the extension visor shields to limit the view of the lamp source.*
11. *Landscaping lighting shall only be utilized to accent plant material.*

12. *All landscape lighting directed horizontally, or upward, shall be aimed away from property line.*
13. *All landscape lighting shall be an incandescent or halogen incandescent source, and shall not exceed 50 watts.*

#### ARCHITECTURAL LIGHTING

14. *Architectural lighting shall be consistent with the plans submitted by Creative Designs Lighting date 8/12/03 to the satisfaction of the City's Lighting Consultant and the Project Coordination Manager.*
15. *Architectural lighting directed horizontally, or upward, shall be aimed away from property line to the satisfaction of city staff.*
16. *The proposed "Tail" lights as shown page LP6 of the plans submitted by Creative Designs lighting shall not blink, chase, strobe, or similar. The fixtures shall be turned off during post-curfew hours, to the satisfaction of city staff.*
17. *The plexiglass material for the "Tail" lights as shown on LP6 Creative Designs Lighting date 8/12/03 will be a non-colored transparent material. Other material types may be proposed and shall be subject to the approval of the Project Coordination Manager.*
18. *Adjustment to intensity, or "brightness," of "Tail" lights may be required based on field inspection results by City Staff. The developer shall make arrangements for the verification of the lighting adjustments in active cooperation with City Staff, prior to requesting a Final Certificate of Occupancy. If the developer chooses to request a Temporary Certificate of Occupancy, the developer shall make arrangements for the verification of the lighting configuration prior to the request. All modification shall be made prior the issuance of any Certificate of Occupancy.*

#### VEHICLE DISPLAY LIGHTING

19. *All vehicle display lighting directed horizontally or upward shall be an incandescent or halogen incandescent source, and shall not exceed 50 watts. All vehicle display lighting aimed downward shall conform to the 8-12-03 lighting plan, to the satisfaction of the city staff. Should the actual post-construction lighting levels exceed those shown on the 8-12 Plan, the applicant will have to reduce the wattage of these fixtures, to the satisfaction of city staff, prior to receiving the Certificate of Occupancy.*
20. *The ground-mounted vehicle display light fixtures may be directly horizontally toward the cars if the canopy fabric is not present. If the canopy fabric is present, the fixtures must be aimed upward toward the canopy for indirectly illuminating the cars.*

21. *The adjustable lighting will be aimed after installation to reduce the perimeter vertical off-site illuminance, to the satisfaction of city staff.*

SIGNS:

1. Provide note on final documents: Signs require separate approvals and permits.

BICYCLE/EQUESTRIAN:

1. *The public use trail located within the scenic corridor along Scottsdale Road shall be shown on the site plan. The alignment of the public use trail shall be subject to the approval of the Community Services Division and Plan Review and Permit Services staff.*
2. *The trail shall be designed and built in conformance with the Design Standards and Policies Manual for the City of Scottsdale.*
3. The developer shall include bike rack cut sheets / details with the final plans submittal. The bike rack design shall be subject to Plan Review and Permit Services staff approval. Contact the City Bicycle Coordinator for the approved rack design, or for alternative rack design approval.

WALL DESIGN:

1. Wall enclosures for refuse bins shall be colored, and constructed of materials that are compatible with the building.
2. All walls shall be 6 or 8-inch masonry block and shall match building texture and color, both sides.
3. No chain link fencing shall be allowed.
4. Dooley wall fencing shall not be allowed for the perimeter wall.
5. Perimeter walls with interior and exterior heights that differ more than 12 inches, as measured from natural grade, shall return to Plan Review and Permit Services for review.

LANDSCAPING:

1. Trees shall be provided as noted on the landscape plan proposed at Development Review Board (15 gallon minimum, 224 new, salvaged and existing trees minimum) of which 50% shall be mature as defined in Article III of the Zoning Ordinance or larger.
2. Areas in decomposed granite without plant materials/groundcovers shall not exceed dimensions of more than 7 feet in any one direction, measured between plant canopies and/or coverage.
3. Upon removal of the salvageable native plants the salvage contractor shall submit a completed Native Plant Tracking Form as well as a list identifying the tag numbers of the plants surviving salvage operations to the City's Planning Inspector within 3 months from



the beginning of salvage operations and/or prior to issuance of the Certificate of Occupancy.

4. Sight distance triangles shall be shown on final plans for driveways from commercial sites and any intersections. Area within the safety triangle is to be clear of landscaping, signs, or other visibility obstructions with a height greater than 2 feet. Trees within the safety triangle shall have a canopy that begins at 7 feet in height upon installation. All heights are measured from nearest street line elevation.
5. No turf areas are to be provided.
6. Retention/detention basins shall be constructed solely from the approved civil plans. Any alteration of the approved design (additional fill, boulders, etc.) shall require additional Plan Review and Permit Services staff review and approval.
7. Provide 8% slope away from walk or curb for 5' 0" along all streets.
8. Setback all spray and stream type irrigation heads 1'-0" from back of curb or sidewalk to reduce over spray, or provide design alternatives to achieve similar results to be approved by Plan Review and Permit Services staff.
9. *All rights-of-way adjacent to this property shall be landscaped and maintained as agreed to in written and recorded agreements with the City of Scottsdale.*

IRRIGATION:

1. At the time of final irrigation plan submittal the applicant shall identify the location of backflow preventors and the means of screening to be provided.

TRAFFIC STIPULATION REQUIREMENTS  
CIRCULATION AND REFUSE

ROADWAY, INTERSECTION, AND ACCESS DESIGN:

1. *There shall not be any median break on Scottsdale Road between Union Hills Drive and the 101 Freeway.*
2. *Before issuance of any certificate of occupancy for the site, a maximum of 2 site driveways shall be constructed on Union Hills Drive located at approximately 450-foot intervals from Scottsdale Road (as measured from centerline to centerline). Both driveways shall provide full access, and shall be designed and constructed in general conformance to City of Scottsdale Type CH-2, Standard Detail No. 2257, and shall have a maximum width of 50 feet.*

3. Before issuance of any certificate of occupancy for the site, right-turn deceleration lanes shall be constructed at all site entrances on Scottsdale Road and Union Hills Drive, in conformance with the City's Design Standards and Policies Manual.

INTERNAL CIRCULATION:

1. The developer shall provide a minimum parking-aisle width of 24 feet for all parking aisles that are not to be used for display purposes.
2. The developer shall provide internal circulation that accommodates emergency and service vehicles with an outside turning radius of 45 feet and inside turning radius of 25 feet.
3. The developer shall design all dead-end parking aisles that are not to be used for display purposes in general conformance with the attached detail.

OTHER:

1. The trail along Scottsdale Road shall be located within the scenic corridor parcel. Signage for all trails shall be provided per Section 7.3 of the City's Design Standards & Policies Manual. The design and location of the trail shall be subject to the approval of the City's Trail Planner, Scott Hamilton, 480-312-7722.
2. A minimum eight-foot wide sidewalk shall be constructed along Scottsdale Road and Union Hills Drive, separated from back-of-curb by a minimum of four feet. The separation from back-of-curb may be less than four feet where adjacent to a right-turn deceleration lane.
3. A minimum five-foot wide sidewalk shall be provided along at least one side of all site driveways providing a connection between the sidewalks along the streets and the internal pedestrian system.

STRIPING AND SIGNAGE PLAN:

1. All on-site parking lot striping shall be shown with the paving plans.

SIGHT DISTANCE:

1. Sight distance triangles must be shown on final plans to be clear of landscaping, signs, or other visibility obstructions between 2 feet and 7 feet in height.
2. Refer to the following figures: 3.1-13 and 3.1-14 of Section 3.1 of the City's Design Standards and Policies Manual, published December 1999.

REFUSE COLLECTION:

1. Refuse enclosures shall be constructed to City of Scottsdale's standards (details available upon request).

2. An area 14' x 30' long (23' x 30' for double refuse enclosures) shall be provided for approach to refuse enclosures with slope constant with enclosure floor (to facilitate container pick-up).
3. Refuse enclosures are required as follows, unless the developer submits documentation that fewer refuse enclosures are needed based on historical data for similar types of uses:
  - Commercial Building Space:           One for 0 to 20,000 s.f.  
  Two for 20,001 to 40,000 s.f.  
  Three for 40,001 to 60,000 s.f., etc.

For larger sites, an additional enclosure shall be required for each building space increase up to 20,000 s.f., as shown above.

4. Enclosures must:
  - Provide adequate truck turning/backing movements for a design vehicle of turning radius R (minimum) = 45 feet vehicle length of L = 40 feet.
  - Be positioned to facilitate collection without "backtracking."
  - Be easily accessible by a simple route.
  - Not require backing more than 35 feet.
  - Not be located on dead-end parking aisles.
5. Enclosures serviced on one side of a drive must be positioned at a 30-degree angle to the centerline of the drive.
6. Underground vault-type containers are not allowed.

#### DRAINAGE AND FLOOD CONTROL

1. COMPLIANCE. The following stipulations are provided to aid the developer in submittal requirements, and are not intended to be all-inclusive of project requirements. The developer shall submit engineering design reports and plans that demonstrate compliance with City ordinances, the Scottsdale Revised Code and the Design Standards and Policies Manual.
2. FINAL DRAINAGE REPORT. With the final improvement plans submittal to the Plan Review and Permit Services Division, the applicants for construction on this site shall submit a final drainage report and plan, subject to City staff approval. The final drainage report and plan shall:
  - a. Include final calculations and detailed analyses that demonstrate consistency with the conceptual drainage report and plan accepted in concept by the Current Planning Services Division.

- b. Include calculations and details that demonstrate how the storm water storage requirement will be met. The drainage exhibit shall show the location, configuration, depth of water and extent of the high water surface elevations.
  - c. Include an exhibit that indicates where the site lies within the FEMA designated areas and define all pertinent FEMA designations.
  - d. Show all upstream contributing basin areas, including calculations and analyses for the peak runoff entering the site.
  - e. Include a discussion of how the lowest floor elevations are established.
  - f. Discuss how storm water storage basins and storage tanks will be drained (by gravity out-fall, pump, etc.). Include bleed-off calculations that demonstrate the discharge rate and time to drain. Drywells are prohibited.
  - g. Demonstrate that historical flow through the site has been maintained and that storm water runoff exiting this site has a safe place to flow.
3. IMPROVEMENT PLANS. Before the approval of improvement plans by City staff, the applicants shall submit two (2) hard copies of the complete final drainage report and plan.
4. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event. The design of the storage basin capacity shall account for any proposed landscaping improvements. The landscaping improvements within the basins shall not reduce the capacity of the basins under the required volume.
5. BASIN CERTIFICATION. Before the City will issue Letters of Acceptance for maintenance of any public utilities, storm water storage basins/tanks constructed for this site shall be verified by as-built survey. The volume of storm water storage provided shall be certified:
- a. As equal to or greater than design volumes required in the approved final drainage report and on the approved final improvement plans, and shall meet or exceed the required volume per City ordinance.
  - b. In writing by a registered professional civil engineer, using as-built data from a registered land surveyor.
6. BASIN CONFIGURATION. Basin side slopes shall not be steeper than 4:1, and basin depths shall not exceed 3 feet.
7. STORM WATER STORAGE ON PAVED SURFACES. Up to 50% of required storm water storage may be provided in parking areas when the following conditions are met:
- a. Storage system shall be designed to store first 30% of required runoff volume off paved areas (to avoid ponding of nuisance water on pavement).



- b. Parking lot storage areas shall be designed so as to minimize interference with pedestrian traffic. Depth of water shall not exceed six inches within the parking area.
- 8. BASIN DRAIN TIME. Storm water storage basin and tank bleed-off rates shall be set so that storage basins and tanks do not drain completely within 24 hours. Storage basins and tanks must drain completely within 36 hours.
- 9. DRAINAGE OF BASIN. Infiltration of storm water through the basin floor is not acceptable as the sole means of draining the basin. Storm water storage basins should be designed to meter flow to the historic out-fall point. Where no out-fall exists, or metering is not possible, other methods of discharge such as pumps, etc. may be considered.
- 10. DRYWELLS. Drywells are not permitted.
- 11. UTILITY CONFLICT COORDINATION. Before improvement plan approval by the Plan Review and Permit Services Division, the developer shall submit a signed No Conflict form (not required for City-owned utilities) from every affected utility company.
- 12. GRADING AND DRAINAGE PLAN. A final grading and drainage plan shall be submitted to the Plan Review and Permit Services Division. The grading and drainage plan shall include, but not be limited to, the following:
  - a. Benchmark datum shall be based on North American Datum of 1988.
  - b. Show all easements.
  - c. Contours, or sufficient spot elevations, shall be shown beyond the limits of construction as required to sufficiently reflect the impact of development on the abutting improvements and or rights of way.
  - d. Show all drainage facilities including, but not limited to points of roof out-fall, channels, culverts, storm drain pipe, weirs, curb openings, weep holes, valley gutters, rip rap, and storm water storage basins and tanks (with storage volume required,  $V_r$ , and storage volume provided,  $V_p$ , noted on the improvement plans).
  - e. Show  $Q_{(100,6)}$  at culvert inlets and at storm water entrance/exit points of the parcel boundaries.
  - f. Show the limits of inundation for all washes having a flow rate of 50cfs or more using the peak runoff from the 100-year, 6-hour storm event.
  - g. Show top of curb elevations at grade breaks and at intersection corners.
  - h. Show all walls, such as perimeter, screening and retaining walls.

- i. *The Conceptual Grading and Drainage Plan states that one of the above ground retention basins may be replaced with a below ground retention system to accommodate a Body Shop in the future. On the Final Grading and Drainage Plan, show a potential location for the future below ground retention system that will have the same capacity as this above ground retention basin.*
13. CONVEYANCE OF PEAK DISCHARGE. All development shall be designed to satisfactorily convey the 100-year peak discharge through the site without significant damage to structures.

DRAINAGE STRUCTURES/CHANNELS:

1. RETAINING WALLS. The improvement plans shall clearly show all retaining wall details. A structural design report shall be provided which includes calculations for active forces based on an associated geotechnical analysis of the soils.

DRAINAGE EASEMENTS:

1. MAINTENANCE RESPONSIBILITY. Maintenance responsibility for drainage easements shall be as specified in written and recorded agreements with the City of Scottsdale.

GRADING & DRAINAGE REQUIREMENTS:

1. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) REQUIREMENTS. All construction activities that disturb one or more acres shall obtain coverage under the Arizona Pollutant Discharge Elimination System (AZPDES) Construction General Permit. To gain coverage, operators of construction sites must:
  - a. Submit a Notice of Intent (NOI) to ADEQ;
  - b. Prepare a Stormwater Pollution Prevention Plan (SWPPP) and keep a copy on site;
  - c. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit two copies of the NOI and a copy of the Storm Water Pollution Prevention Plan.
  - d. Send a Notice of Termination (NOT) to ADEQ when construction is completed.

Contact ADEQ at 602-771-4449 for further information. Forms are available from the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100 or from ADEQ's web site: <http://www.adeq.state.az.us/environ/water/permits/stormwater.html#const>

2. SECTION 404 PERMITS. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]

3. DUST CONTROL PERMITS. Prior to the start of grading on sites 1/10 acre or larger, a Dust Control Permit (earth moving permit) must be obtained from Maricopa County Division of Air Pollution Control. Call the county (602-506-6700) for fees and application information.

#### UNDERGROUND STORM WATER STORAGE

1. ACCESS. The underground storage tanks shall provide a four-foot minimum diameter manhole for access.
2. RESPONSIBILITY OF MAINTENANCE. Before the approval of improvement plans by City staff, the developer shall provide the Plan Review and Permit Services Division with written documentation that states the following:
  - a. The developer and/or his assigns agree to maintain the underground storm water storage tanks in perpetuity.
  - b. The developer and/or his assigns, the developer's engineer and contractor assume all liability for the design, construction and maintenance of the underground storm water storage tanks and hold harmless the City from any such liability.
3. LIMITS OF INUNDATION. The final drainage report shall verify limits of inundation in the event the underground storm water storage tanks are in partial and full conditions (not fully drained) when the 100-year, 2-hour storm event occurs. (See item 2 above.)
4. REFERENCE PERTINENT CODE. The final drainage report shall:
  - a. Provide a copy of the Scottsdale Revised Code Section 37-45 in the appendix.
  - b. Reference the Scottsdale Revised Code Section 37-45 and emphasize the importance of maintenance for the purposes of public health and safety. (See item 2 above.)
5. SIGNAGE. The improvement plans shall provide for the installation of a sign at each end of the underground storage tanks. The sign shall read, " Notice Underground Storm water Storage Tank." The size, color and exact locations to be determined by City staff.
6. TANK DRAINAGE. A bleed-off line from the underground storage tanks to an adjacent storm drain pipe or channel shall be provided. Storm water storage tanks should be designed to meter flow to the historic out-fall point. Where no out-fall exists, or metering is not possible, other methods of discharge may be considered.
7. TANK SPECIFICATIONS. The storage tanks shall be water tight with an oil and grease separator. See ASTM specifications for watertight testing.
8. OPERATION AND MAINTENANCE (O&M) MANUAL. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit an O&M Manual. The O&M Manual shall:
  - a. Include provisions for emergency operations due to power failure, pump failure, clogged outlet structures, etc.

- b. Include a maintenance log including a maintenance schedule for pump, tank/vault, inlet/outlet structures, etc.
- c. Specify that a copy of the maintenance log and a certified Letter of Inspection shall be issued to the City Inspection Services annually.

#### VERIFICATION OF COMPLIANCE

1. REQUIRED SPECIAL INSPECTIONS. Before the approval of the improvement plans, the Plan Review and Permit Services Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT. Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall complete Part III (Certificate of Responsibility) of the CSIDF.
3. CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE. Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
  - a. The Inspecting Engineer shall complete the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. AS-BUILT PLANS. City staff may at any time request the developer to submit as-built plans to the Inspection Services Division.
  - a. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor.
  - b. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, berms, open channels, storm water storage basins, and underground storm water storage tanks as determined by City staff.

#### WATER AND WASTEWATER STIPULATIONS

WATER and WASTEWATER:

1. COMPLIANCE. The following stipulations are provided to aid the developer in submittal requirements, and are not intended to be all-inclusive of project requirements. Water and sewer lines and services shall be in compliance with City Engineering Water and Sewer Ordinance Requirements, the Scottsdale Revised Code and Sections 4 and 5 of the Design Standards and Policies Manual.
2. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall obtain approval of the Water Basis of Design Report from the City's Water Resources Department. The report shall conform to the draft Water and Wastewater Report Guidelines available from the City's Water Resources Department. The basis of design report and plan shall:
  - a. Identify the location, size, condition, and availability of existing water lines and water related facilities such as valves, service lines, fire hydrants, etc.
  - b. Evaluate the project's water demands and their impact on the existing water system.
  - c. Determine the need for any additional water lines and water related facilities to support the proposed development.
  - d. Conform to the City's Integrated Water Master Plan.
  - e. Identify the timing of and parties responsible for construction of all water facilities.
3. BASIS OF DESIGN REPORT (WASTEWATER). Before the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall obtain approval of the Wastewater Basis of Design Report from the City's Water Resources Department. The report shall conform to the draft Water and Wastewater Report Guidelines available from the City's Water Resources Department. The basis of design report and plan shall:
  - a. Identify the location of, size, condition, and availability of existing sanitary sewer lines and wastewater-related facilities.
  - b. Evaluate the project's wastewater demands and their impact on the existing wastewater system.
  - c. Determine the need for any additional wastewater lines and related facilities to support the proposed development.
  - d. Conform to the City's Wastewater System Master Plan.
  - e. Identify the timing of and parties responsible for construction of all wastewater facilities.
4. PRIVATE SEWER SYSTEM. On-site sanitary sewer shall be privately owned and maintained.
5. CLEARANCE FROM WALLS. Where walls cross or run parallel with public water mains, public sewer mains, or public fire lines the following shall apply:
  - a. For walls constructed parallel to these pipes, the walls shall be a minimum of six (6) feet from the outside diameter of the pipe.
  - b. For walls constructed across or perpendicular to these pipes, the walls shall be constructed with gates or removable wall panels for maintenance and emergency access.



6. WATER AND SEWER NEEDS REPORT. A completed Water and Sewer Needs Report shall be submitted for review with the final improvements plans. Approval will not be given for improvement plans until the Plan Review and Permit Services Division approves the Water and Sewer Needs Report.

EASEMENTS:

1. DEDICATIONS. All water line easements shall be dedicated to the City prior to the issuance of permits.
2. LOCATION & CLEARANCE. Privately owned sanitary sewer shall not run parallel within the waterline easement.
3. INDEMNITY AGREEMENTS. When substantial improvements or landscaping are proposed within a utility easement, an indemnity agreement shall be required. The agreement shall acknowledge the right of the City to access the easement as necessary for service or emergencies without responsibility for the replacement or repair of any improvements or landscaping within the easement.

## THE DEVELOPMENT REVIEW BOARD

Some Things You Should Know About the Development Review Board:

- \* Review of development proposal by the Development Review Board is the first step toward obtaining a building permit.
- \* Development Review Board approval expires ONE YEAR from the date of approval if a building permit has not been issued - unless a different expiration date is made a condition of the approval.

## ORDINANCE REQUIREMENTS

Some Things You Should Know About Ordinance Requirements:

- \* Some of the Ordinance requirements that may be relevant to your project are included in the following pages as helpful information.
- \* There maybe some Ordinance requirements, which apply to your project that, are not included here.
- \* City staff and the Development Review Board do not have the authority to "waive" Ordinance requirements.
- \* Any appeals must be made in writing to the CITY CLERK'S OFFICE.

## STIPULATIONS

Stipulations are staff recommendations, which, after ratification by the Development Review Board, become development requirements.

ENGINEERING ORDINANCE REQUIREMENTS**ALL STIPULATIONS FROM THE ASSOCIATED REZONING OR USE PERMIT CASES CONTINUE TO APPLY.**DRAINAGE AND FLOOD CONTROL:

1. STORM WATER STORAGE REQUIREMENT. Storm water storage is required on-site for all site runoff generated by a 2-hour, 100-year frequency design storm.
2. HISTORICAL FLOW. Off-site runoff must enter and exit the site as it did historically.
3. STORM WATER DISCHARGE. Storm water storage basins and tanks should be designed to meter flow to historic out-fall point. Where no out-fall exists (or metering is not possible), other methods of discharge may be considered.
4. STORM WATER RUNOFF. Storage basins and tanks must drain completely within 36 hours.
5. BASIN LOCATION. Storm water storage basins and tanks may not be constructed within utility easements or dedicated right-of-way (exceptions may be granted with written approval from appropriate utility company).
6. SECTION 404 PERMITS. Approval from the Army Corps of Engineers under the conditions of SECTION 404 PERMIT of the Clean Water Act may be required where proposed construction is adjacent to or within washes.
7. DEDICATIONS AND EASEMENTS. All drainage easements and easements for storm water storage shall be dedicated to the City as drainage and flood control easements, with maintenance the responsibility of the owner.

REFUSE REQUIREMENTS:

1. Refuse collection methods, i.e., site plan circulation will be approved at final plan review.
2. Refuse collection can be provided by the City of Scottsdale's Sanitation Division, at 480-312-5600.

STREET LIGHTS:

1. Public street lights shall be installed in accordance with City of Scottsdale Revised Code, Section 48-149. The developer shall be responsible for coordinating a street layout and cost estimate with the utility company. No building permits may be issued until all street light arrangements (including fee requirements) have been made.

PUBLIC TRAIL:

1. The trail along Scottsdale Road shall be located within the scenic corridor parcel. Signage for all trails shall be provided per Section 7.3 of the City's Design Standards & Policies Manual. The design and location of the trail shall be subject to the approval of the City's Trail Planner, Scott Hamilton, 480-312-7722.

PARKING LOTS:

1. Parking areas shall be improved with a minimum of 2.5 inches of asphalt over 4 inches of aggregate base.

ENGINEERING WATER & SEWER ORDINANCE REQUIREMENTS

1. HEALTH AND SAFETY REQUIREMENTS. The water system for this project shall meet required health standards and shall have sufficient volume and pressure for domestic use and fire protection.
2. DEVELOPMENT FEES. The developer shall pay a Water Development Fee and Water Resources Development Fee for City water supply in accordance with City Ordinance. This fee shall be paid at the time, and as a condition of the issuance of a building permit, or if the development does not require a building permit, prior to connection to the City water system. All questions may be referred to Water Resources at 480-312-5650.
3. WATER METER FEES. Prior to the issuance of any building permit, the developer shall pay a Water Meter Fee for connection to the City water system in accordance with City Ordinance. If there is an existing water meter for this project, applicable water meter fees must be paid only if a larger meter is required.

SEWER DEVELOPMENT ORDINANCE

1. DEVELOPMENT FEE. The developer shall pay a Sewer Development Fee for City sewer service in accordance with City Ordinance. This fee shall be paid at the time, and as a condition of the issuance of a building permit, or if the development does not require a building permit, prior to connection to the City sewer system. All questions may be referred to Water Resources at 480-312-5650.
2. SANITARY SEWER CONNECTION. Connection to the sanitary sewer system may be made without payment of a connection fee. Please provide sanitary sewer tap location on engineering plans.
3. OIL AND GREASE INTERCEPTORS. Oil and grease interceptors shall be provided at service and body shop connections to the sanitary sewer. The interceptors shall be located as to be readily and easily accessible for cleaning and inspection.

FINAL PLANS ORDINANCE REQUIREMENTSSCREENING:

1. *Screening of storage areas shall comply with the General Commercial (C-4) amended development standards of the approved case 20-ZN-2002.*

LANDSCAPING:

1. *Proposed fountain\water features shall be consistent with the letter approved by Karen Warner of Water Resources, dated June 9, 2002.*
2. A minimum of 1/3 of the required landscaped area for the parking lot for more than 20 cars shall be in planting areas distributed throughout the lot rather than on the perimeter. Planting areas shall have a minimum width of 7 feet and a minimum area of 120-square feet per Article IX of the Zoning Ordinance.
3. All plant materials *in the right-of-way* shall be on the Department of Water Resources (DWR) low water plant list for the Phoenix Active Management Area (AMA).
4. Provide documentation required for issuance of a Native Plant Permit as required in the City Code. The Native Plant Permit is a separate submittal and approval. (See attached specific submittal requirements). Contact the City's Native Plant Program Coordinator at 480-312-7000 to initiate the process. (For additional information visit the Native Plant website at [www.ci.scottsdale.az.us/nativeplant](http://www.ci.scottsdale.az.us/nativeplant)).
5. Prior to the establishment of water service, non-residential projects with an estimated annual water demand of ten (10) acre-feet or more shall submit a conservation plan in conformance with the City Code to the Water Conservation Office.
6. Provide 6-inch vertical concrete curb between any driveways or parking areas and landscape areas.

ONSITE LIGHTING

1. All onsite lighting shall comply with zoning case 20-ZN-2002.

OTHER:

1. Comply with conditions of case No.: 20-ZN-2002
2. Provide 4% of required parking as handicap parking spaces. A minimum of one accessible space is required to be van accessible for every eight (8) accessible spaces required per Article IX of the Zoning Ordinance.
3. If covered parking is provided for the general public, accessible covered parking (in conformance with ADA requirements) shall also be covered in the same proportion for non-residential places of public accommodation. Covered accessible parking may be located contiguous to covered spaces if an accessible path of travel to the building is provided.



4. Provide one bicycle parking space per each 10 required vehicle parking spaces per Article IX of the Zoning Ordinance.